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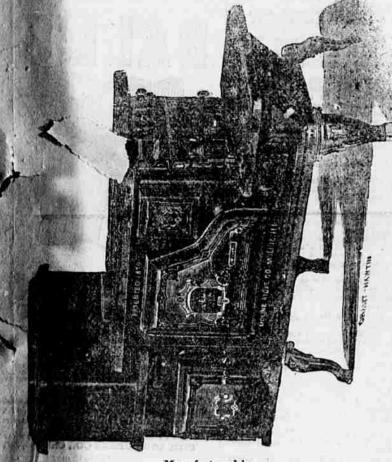
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The First Dutch Built Trading Steamor That Ever Arrived at New York.

From the New York avening lelegram, September 3, 1609, the Half Moon, Hudson, Captain arrived in this port and others of the same terminaiton, but they were all built in British ship

eral home-made steamers here includbuilt at Hobeken, near Antwerp. The Zaandam, which is the property of the Netherlands American feet; breadth of beam, 39 feet. Her capacity is 4,000 tons gross, or 3,200 tons net. The Zsandam has accomtant to the capacity is 4,000 tons gross, or 3,200 tons net. The Zsandam has accomtant to the capacity is 4,000 tons gross, or 3,200 tons net. The Zsandam has accomtant to the capacity is 4,000 tons gross, or 3,200 tons net. The zsandam has accomtant to the capacity of the ca modations for sixty cabin passengers, the crop. There are a large variety of She is steered by steam. There are on the steamship eight steel lifeboats so constructed that

of the modern improvements are May; but if there are showers during wanting. She will run between this the months of August and September port and the Netherlands. The so that plants can be set out safely, Landam is the eighth vessel in the these two months are favorable. But fleet of the company. Another steam strawberry plants can not be set with ship, the Leerdam, which is being constructed for the company at Rot. They can not be heald in or buried up any safty any later in the season. terdam, will be placed on the line in September next, making a fleet of nine vessels. The builders are the Nederlandsche Stoomboot Maatschappy, of Rotterdam.

Revitalizing the blood is absolutely necessary for the cure of general debility, weakness, lassatitude, etc. The

To the Editor of THE BEE:

Ten years of observation and close study of fruit matters in Southwestern Iowa leads me to think that Iowa and Nebraska ought to produce the main supply for home use and some for their neighboring states. Plums, cherries and apples are hardy so that the trees are seldom injured by the winters, and the fruit buds also of these trees are very seldom injured by winter freezing. The greatest difficulty with these fruits is to get them through the spring after buds swell without having them killed by frosts. The best safeguard against these frosts is to surround the orchard with a grove that will leave out early and will break the north and west wind from the orchard, and some seasons it is better if the grove extends to the south and east side also. Many have recommended a north slope for all of these fruits to prevent early blooming, but our springs are usually so open through March that there is no difference between the blooming on a north or south slope. The same is true of mulching trees in winter, the frost goes out in February or March, and trees bloom as early as though not mulched. Observation about spring frosts leads me to give a decided preference to level land, or land sloping to south or south-

east for orcharding. The trees do better and the crop is surer if protected from north winds in March and April. Southwest Iowa produces as fine apples as I ever saw in Michigan, and I find our crop is about as regular. It would be a great advantage probably if orchardists would adopt the use of night lamps to catch the moth and thus prevent fruit being wormy. I suppose every one observes that prices rule high on all fruits on the western slope of Iowa, and in Nebraska and Dakota. This nust continue until we have a home supply. There is certainly an inadequate acreage now in fruit in the great west. A large portion of townsmen and farmers are annually buying east ern and southern dried and canned fruits, and will continus to do so until fruit is planted more extensively. All much better care ought to be taken of what is aiready out. Every farm ought to have an acre or more of crcharding, and one-fourth of an acre or more in small fruit. A part of the orchard may be occupied with the small fruit. Every village garden ought to be well furnished with plums, cherries, grapes and berries. Then in addition to this every town of fifteen hundred inhabitants ought to have fruit man in its suburbs who will give the most of his attention to fruit. Such a village fruit man mey probably add to this business a small business in fine hogs, choice poultry, bees, or something else that may suit his nature better, and so not depend entire ly on one thing. Such a course with our people would add much to comfort, health and wealth. If there become a surplus of fruit it can be canned or

dried in Iowa or Nebraska as well as in the East. With more care about varieties adapted to the West and more care for the growing trees and plants we may as well have a surplus as other sections of the Union. Every person interested in fruit growing ought to have some little work like Mr. Purdy's that will cost only from 25 to 50 cents that will give them the experience and methods of the best fruit men in growing fruit for profit. Such a work ought to be studied until the planter knows how to treat his trees or vines, as well as he knows how to

raise corn or feed stock, and then the varden will be a success. In one thing we cannot depend on eastern men for advice, not because of dishonesty but because they do not know what will succeed here only as

Every eastern agent has learned to talk "hardy," "very hardy," "per-fectly hardy," &c, yet they are con-This a great day for the Dutch. On stantly flooding the country with untried articles. If they tell you that the Ben Davis apple, Concord grape, via Maine and the Chesapeake, and Crescent strawberry, are hardy they to-day the Netherlands sends its transto-day the Netherlands sends its trans-atlantic steamship here, the handsome Zandam, Captain Chevalier. The new craft is as clean as paint can make her and her captain is a bluff but cour-teous skipper, a worthy descendant of the land of the Van Tromps. The Zandam has sister ships here, the Zaandam has sister ships here, the means and time test these new things. Scheidam, better known as "the It should be done, it is being done by Schnaps," the Rotterdam, the Edam, our fruit men; but let those who have neither money or time to waste purchase the well-tried hardy fruits. I The Belgians have sent sev have seen as one a show of fruit the ing the Daniel Steinman, which was built at Hoboken, pear Antworp. really think we can beat Michigan a little on apples and plums, and am fully satisfied that our climate and Steam Navigation company's line, was soil excels for strawberry culture. inspected by a large number of people Many talk about sand for atrawberto day, as she was moored at her pier, foot of Sussex street, Jersey City, and some varieties will succed best on sand. some varieties will succed best on sand, greatly admired. The following are but all that others need is a rich, deep and 1,000 people can be easily accomstrawberries that will succeed well modated in the steerage. The engines through the west. Some of them are have a nominal capacity of 500 horse old, as the Willsons, Downers, Green power, with a much greater power Prolific; others never as Sharpless attainable should occasion require. Red Jacket, Huddleson's favorite, it is impossible for them to sink. She is brig rigged. Electric bells are placed in every stateroom. The cabins and staterooms are finished in polished ashand maple wood. None of the modern improvements are

> M. S. HUBBELL Cromwell, Iowa.

Visible Improvement. Mr. Noah Bates, Elmira, N. Y., writes: "About four pears ago I had an attack of bilious fever, and never fully recovered. My digestive organs were weakened, and I would be completely prostrated for days. After using two bottles best enricher of the blood is Brown's trated for days. After using two bottles of your Burdock Blood Bitters the improvement was so visible that I was astomished. I can now, though 61 years to be the complete provement was so visible that I was astomished. I can now, though 61 years to be the complete provement was so visible that I was astomished. ace, do a fair and reas nable day's work.

in November and be kept alive.

TAILWAY TIME TABLE. UARD GEORGE, ST. PAUL, MINTERVOLIS SANI O'CASTA FASILNOAD. Leave Origina - Cassenger No. 2, 8:30 a. m. Assumentian No. 4, 1:10 p. m. Acres Origina - Supergree No. 1, 6:40 p. m.

West or softeweet.

3. 5 M. D neer Prepare, a 15 a m;

5. 2 M. Liouth Express, a 15 a m;

U. P. Overhold Express, little p. m.

0. 5 G. V. for Lincoln, 11:55 a. m.

0. 4 G. V. for Georgia, 9:50 a. m.

0. P. freight No. 5, 5:30 a. m.

0. P. rought No. 13, 2:30 p. m.

0. F. freight No. 13, 2:30 p. m.

0. F. freight No. 7, 6:10 p. m.—emigrant.

1. P. freight No. 11, 11:30 p. m.

1. P. benyer freight, 8:55 p. m.

Arryress—Fack Last and South. WERE OR SOUTHWEITS.

O H. & Q * 8.00 p. m. - 9.00 a m. - 7:40pm Q. & M. W., 9:45 a. m. - 1:20 p. m. d. C., St. Joe & C B., 7:36 t. m. -6:10 p. m.

al. C., St. Joe & C. B., Tibb a. m.—St. Op.
arkivowa Prom vice was and bournower.
O. & R. V. from Lincoln—130 p. m.s
U. P. Pacific Suprass—\$125 n. m.
E. & M. Denver Express—\$45 s. m.
E. & M. Lincoln Lapross—\$-10 a. m.
U. P. Honver express, 7:35 a. m.
U. P. Honver express, 7:35 a. m.
U. P. No. 6—5:30 a. m. Emigrans
U. P. treight No. 14, 12:15 p. m.
U. P. treight No. 14, 12:15 p. m.
U. P. So. 3—3:30 p. m.

U. P. treight No. 14, 12:15 p. m.
U. P. No. 3-8:00 p. m.
U. P. Sio. 12-1245 a. m.
U. P. Sio. 12-1245 a. m.
U. P. Sio. 12-1245 a. m.
U. P. Denver trokeht, 1:10 a. m.
O. St. V. mired, as. 4:45 p. m.
SOMENT TARMS SERVING GRAHA AND
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m.; 1:50 2:00, 5:00, 4:00 and 5:00 p. m.
ta ve Council Blubs at 5:25, 0:25, 10:25 and
6:25 a. m.; 1:135, 2:25, 8:25, 4:25 and 6:25 p. m.
2: n.cays.—The dummy leaves Grahas at 9:56
ad 11:00 a. m.; 2:26, dod and 5:00 p. m. Leaves
outs di Blubs at 5:25 and 11:25 a. m.; 2:25, 4:25
ad 5:25 p. m.

ad 5:25 p. m. Through and local passenger trains between muha and Council Binfa. Leave Omaha—6:16 65, 8:50 a. m.; 3:50, 5:46, 6:00 p. m. Arriv m-ha-7:40, 11:36, 11:65 a. m.; 5:40, 7:05, 7:15 Missouri Pacific trains will depart

and arrive as follows, Omaha time:

sleepers Opening and Olceing of Melis. BOUTH. 0788. C5008.
8. Et. P. D. S. A. 20. P.
Petcago & H. W. 11.00 5:50 5:50 2.
Thicago, H. A. Pacific 11:50 9:50 6:59 2.
Thicago, H. A. Pacific 11:00 9:50 8:30 2.
Thirago, H. A. Q. 11:00 9:50 11:40 9:50 9:50 2.
Thirago, P. Sifi 6.00 11:40 9:50 8:30 2.
Thirago, H. M. S. 4:50 11:40 9:50 8:30 2.

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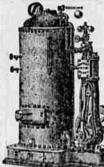
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